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G.O.S. (61) 332

LIMITED CIRCULATION

15TH SEPTEMBER, 1961

CHIEFS OF STAFF COMMITTEE

LIVE OAK STATUS REPORT

Note by the Secretary

At their meeting* on Thursday, 14th September, 1961, the Chiefs of Staff took note of the LIVE OAK Status Report attached at Annexes I to III. The Chiefs of Staff also noted that LIVE OAK would be providing the necessary amendments to keep the Status Report up to date.

(Signed) G.S. COLE

MINISTRY OF DEFENCE, S.W.1.

15TH SEPTEMBER, 1961.

• COS(61)61st Meeting., Minute 1E.

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ANNEX I TO C.O.S. (61)332
CONTINGENCY PLANNING STATUS REPORT

SITUATION AS OF 27TH NOVEMBER, 1961

PLAN (a)	PLAN (b)	PURPOSE (c)	IMPLEMENTING AUTHORITY (d)	UK POSITION (e)	FR POSITION (f)	US POSITION (g)	US UNILATERAL PLANS (h)	REFERENCES AND REMARKS (i)
1	FRON STYLE	Initial ground probe.	Tripartite Governmental					008(61)322
2	TRADE WIND	Battalion Combat Team to re-open ground access.	Tripartite Governmental				USCINCEUR OPLAN 200-10 US Governmental authority required.	008(61)335
3	JACK PINE I	a. Civil Airlift (Replacement for civil air- lines). b. Garrison Airlift (Supply of Berlin Garrison) c. Triple Play (Dependent Evacuation) d. Military Sponsored Air Service (Substitution of Crews)	a. Tripartite Governmental b. Tripartite Governmental c. Tripartite Governmental d. US and UK Governmental (FR Government no objection)				CINCSAFR OPLAN 157-60, US Governmental authority required.	008(60)153
4	JACK PINE II	Air Tactical Operations	Tripartite Governmental				CINCSAFR OPLAN 157-60, US Governmental authority required.	
5	ORAL	Full-scale Airlift	Quadrupartite Governmental.					
6	JUNE BALL	Division-size Force to re-open autobahn access (still in planning stage)	Tripartite Governmental				USCINCEUR OPLAN 200-10, calls for up to a Division size force. Planning in progress for a corps size force.	
7	BACK STROKE	Initial ground probe from Berlin corresponding to FRON STYLE.	Still being planned by Commandants Berlin.					Still being planned by Berlin Commandants
8	LUCKY STRIKE	Ground Force from Berlin similar to TRADE WIND.	Still being planned by Commandants Berlin.					REF 9-000

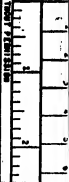
NOTE: U.K. and U.S. agree that General Norstad can implement "Civil Airlift" without further reference to governments. French position is that implementing authority must remain with Government.

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AIR ACCESS CONTINGENCY PLANNING STATUS REPORT

ISSUE	RESPONSE	POSITION OF GOVERNMENTS	STATUS OF ACTION BY JOG CP	LIVE OAK ACTION/REFERENCE
1. Harassments not affording flight safety.	(a) Continue present civil and military flights.	Agreed	NIL	NOTED
	(b) Fighter aircraft excluded from air corridors on political grounds but legal rights to do so maintained.	Agreed	NIL	NOTED
	(c) Continue current practice of flying high FPC Government officials in military transport under instructions to avoid, if possible, landing in East Germany.	Agreed current practice.	NIL	NOTED
2. Harassments without use of force affording flight safety.	Continue civil flights as long as practicable from flight safety vantage.	Agreed	NIL	NOTED
3. a. Airline and/or technical authorities determine regular civil flights unsafe or impractical.	(1) Continue civil flights on reduced scale with military air crews in uniform. (Flights on this basis may be instituted for individual airlines). General Horstad at his discretion may fly probe flights without passengers.	UK - US agreed position. For the present the UK would only be able to fly civil aircraft probes without passengers. UK discussions are still in progress on the legal, financial and administrative arrangements for flying UK civil aircraft with passengers and military crews. French position stated in J.A. (7).	The UK to complete legal and financial arrangements with civil air carriers.	Proposals for inclusion in JACK FIVE. Submitted as SHED 30/508, 25 Nov 61, Subj: "Operation JACK FIVE Expanded."
	(2) Supplement such flights with military transports as practicable and necessary to maintain traffic as required.	UK and US consider General Horstad has discretion. French position stated in J.A. (7)	Ambassadorial Group seeking tripartite agreement.	NOTED
	(3) Civil and military flights under operational control of JACK FIVE Command Post.	US, UK and French agree for military flights. (French reserve position on civil flights)	Ambassadorial Group seeking tripartite agreement.	NOTED
	(4) Take action to prevent hi-jacking (armed guards and locked cockpits) of civil aircraft with military crews.	US and UK agree General Horstad has discretion. French no objection.		NOTED UNSAFE and RIF actioning.
	(5) Fighters placed on air alert at corridor entrances, if circumstances require.	US and UK agree General Horstad has discretion to implement on basis of JACK FIVE II. French position: Decision to use fighters for indirect protection will be taken by Governments with SHED/Force.	Ambassadorial Group seeking tripartite agreement.	JACK FIVE II

References

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References

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...AND RECOVERED PROBABLY WITHIN A FEW MONTHS.

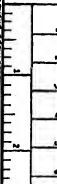
CONTINGENCY	REFERENCE	POSITION OF GOVERNMENTS	STATUS OF ACTION BY AIR GP	LIVE OR ACTION/REFERENCE
(6) Before flights initiated Governments through Ambassadors in Bonn issue statement on following lines: Because of Soviet/CGR action the governments of the US, UK and France have found it necessary to assume some additional responsibilities for safe continuation of air traffic to Berlin. Accordingly, the Governments concerned will take appropriate measures to achieve this, including as necessary, the provision of fighter protection, and in some cases, military crews to fly civil air transport. The three Governments hold the Soviet Union responsible for any incidents which follow.		US and UK agree. French position under consideration.	Ambassadorial Group seeking tripartite agreement.	NOTED SHELO 9-00035, 15 Nov 61, to Lab Group.
(7) <u>French Approach</u> Shift to military transport. Continue civil flights without passengers on reduced scale with regulated civilian crews.		French Position: shift to unescorted transport while continuing a few civil flights without passengers with regulated civilian crews as long as military transports meet with no opposition. Decision to shift to military aircraft will be taken by the French Government.	Ambassadorial Group seeking tripartite agreement.	
3. b. Soviet/CGR physical harassment of civil flights with military crews or military transports.	General Norstad at his discretion authorized to use fighter patrol on basis of JCS instructions of 31st August 1961 and JACK PENE II rules of engagement.	US - UK agreed position. French position: decision to introduce escorts will be taken by governments.	Ambassadorial Group seeking tripartite agreement.	NOTED Proposed amendment to JACK PENE Rules of Engagement Air-to-Air, SHELO 9-00040, 25 Nov 61.
4. A civil or military transport is shot down or forced down by military action.	If in these circumstances General Norstad considers it is appropriate to proceed as in 3 above, shift to military transport on a tripartite basis. General Norstad at his discretion may initiate fighter protection on the basis of the JCS instructions of 31 August 1961 and the JACK PENE II Rules of Engagement. First flight may be unescorted and without passengers. Before flights started, three Governments through their Ambassadors at Bonn would issue appropriate public statement to effect that airlift will continue to be taken to protect transports.	Agreed by US - UK. French position: Shift to military transports should be announced by three Governments which would point out that military flights will be escorted if there are obstacles to their passage and that there will be a reply in case of attack. The actual decision to introduce escorts will be taken by Government. French position "governing principles": 1. Legitimate defense can be envisaged only in the case of an aircraft which, when attacked in the air, is able to defend itself; this is the individual reply to an attack which is normally admitted. 2. Response in the air should of course be prepared, but such response could actually take place only after agreement between the Govern-	Ambassadorial Group seeking tripartite agreement.	JACK PENE I and II JCS message of 31 August 1961 referred to under response is understood to be JCS 1329 as amended.

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CONTINGENCY	DESIGNS	POSITION OF GOVERNMENTS	STATUS OF ACTION BY AND OF	LIVE OAK ACTION/REFERENCE
5. Ground-to-air action against flights in corridors by obstacles and surface-to-air firing.	To destroy barrage balloons or other obstacles within the corridors or the Berlin Control Zone which are endangering safety of flight and to attack those ground targets, excluding airfields, in or immediately adjacent to the air corridors which can be specifically identified in the act of firing at Allied aircraft.	US and UK agree General Norstad has discretion to destroy barrage balloons. Governmental decision with respect to attack on ground targets is awaiting General Norstad's proposals for expansion of JACK PINE.	Ambassadorial Group seeking tripartite agreement.	NOTED Expansion to JACK PINE proposals. SHEO 300/508, 27 Nov 61, Subj: "Operation JACK PINE Expanded."
6. Soviet/CDB measures to endanger flight safety by ECM activity.	Improve VFR capability in area and institute newest ECM equipment and procedures.	Agreed by US and FRG. Under urgent consideration by UK and French governments.	US to provide requisite information, plans and equipment to accomplish this subject to conclusion of necessary arrangements between governments.	NOTED BAMCOO TREE
7. Expansion of air-to-air or air-to-ground conflicts beyond the level listed above.	Planning by LIVE OAK for large scale military operation with transition from LIVE OAK responsibility to NATO	Under consideration by governments.		Planning now undertaken by NATO.
<p align="center">JACK PINE RULES OF ENGAGEMENT</p> <p>1. In the event of unprovoked armed attack against aircraft engaged in operations under this plan, IMMEDIATE PURSUIT is authorized. IMMEDIATE PURSUIT will be limited to the degree necessary to protect personnel, property, and to achieve the plan objectives. It is subject to the following restrictions.</p>				
a. IMMEDIATE PURSUIT will not include prolonged pursuit deep into hostile airspace.				
b. Commanders will not be authorized to organize a pursuing force deliberately.				
c. IMMEDIATE PURSUIT authority will apply only to specific incidents.				
2. Fighter aircraft will be under the operational control of the JACK PINE Command Post and will receive instructions through AUFBAUHAUSEN GCI (Central Corridor) and TELEBRAM GCI (Southern Corridor). Commandations will be between the flight leader and the GCI Controller.				
3. Tripartite fighters are authorized to engage and open fire on USSR/CDB aircraft only when the latter actually fire at or in the direction of tripartite fighter or transport aircraft, or as may be specifically authorized or directed by CINCSAFE acting in compliance with instructions of the designated overall commander.				
4. Any deviation from the above Rules of Engagement required at the time of the operation will be authorized only by CINCSAFE from the JACK PINE Command Post acting on the instruction of the designated overall commander.				

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